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The



Times

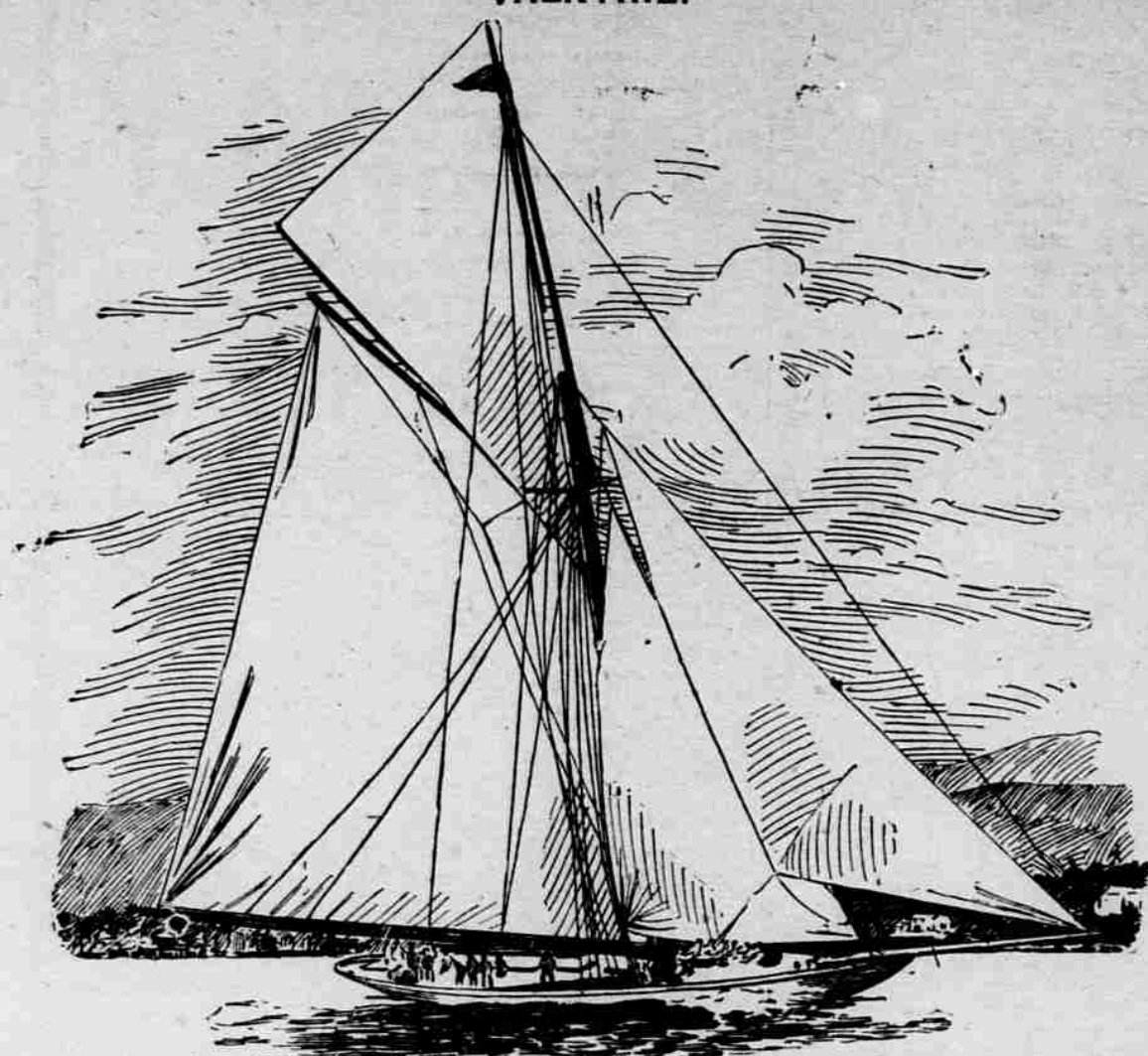
THE MORNING TIMES gives all the news. It is supplied by the United Press and the Bennett Cable Service, supplemented by the Associated Press Service. The Morning Times leads in News.

VOL. 1. NO. 30.

WASHINGTON, D. C., SATURDAY EVENING, SEPTEMBER 7, 1895.

ONE CENT.

VALKYRIE.



Representing John Bull in the International Yacht Races Commencing To-day.

EXTRA.

4:30 P. M.

FIRST RACE OURS

Defender Led the British Boat Across the Line.

STEADILY HELD THE LEAD

Showed Her Heels to Dunraven on the Home Run.

THOUSANDS SEE THE START

All New York Turned Out From Motives of Patriotism or Sport—The Weather Started in Cloudy, But the Sky Cleared and the Breeze Freshened—Starting Point Changed on Account of a Shift in the Direction of the Breeze—Big Boats, Little Boats and Boats of All Kinds Following the Yachts.

Navesink Highlands, Sept. 7.—The Defender has just crossed the line and wins the race.

Seabright, N. J., Sept. 7, 5:10 p. m.—The boats are near the finish, lapped. It looks from here as though the Defender is leading by a narrow margin.

Bulletin—Short Beach, L. I., Sept. 7.—The Defender turned the stakeboat at about 3:40 and the Valkyrie at about 3:45.

Notwithstanding the false reports on the yacht race which the Evening Star bulletined and printed to-day, the Defender led all the way, just as The Times said it did.

The Star's bragadoles about its being "right, as it always is," was not only ill-timed effusiveness, but was downright deceit.

The following excerpt from its first page self-justification looks exceedingly comical now:

"This complexity of information naturally perplexed the many who were interested in the struggle, but the wise among them, knowing what absolute dependence might always be placed in the truth of anything the Evening Star publishes in either its columns or upon its bulletin boards, settled themselves down to the unpleasant conviction that the English boat was beating the Defender over the early part of the course, anyhow, seasoned with the hope that the Yankee yacht would overhauled the British before the finish line was crossed."

"The Star was right, as it always is."

It happens that the stake boat was not turned until 3:40, about an hour later than the Star announced, and when it was turned the American boat was a full three minutes in the lead.

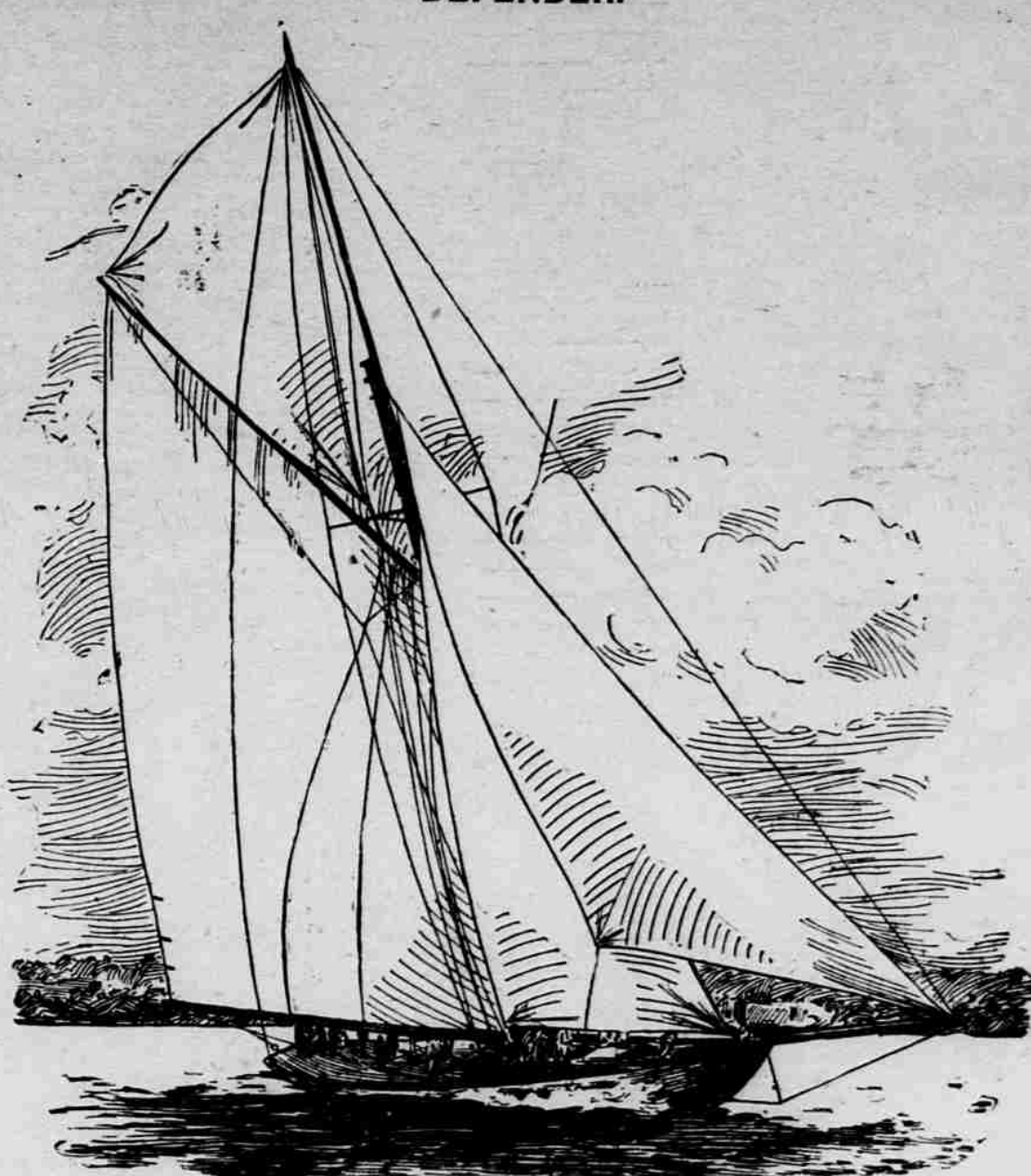
THE RACE IN DETAIL.

Following the Yachts Over Every Inch of Ground.

Navesink Highlands, Sept. 7.—12:20 p. m.—The starting gun was fired at 12:20 p. m. The Valkyrie crossed the line on the signal, and was followed by Defender about two seconds later. Both boats were on the starboard tack. The Valkyrie appears to be sailing considerably faster than Defender.

12:29 p. m.—The Valkyrie appears to have a lead of a full minute over the De-

DEFENDER.



Representing Uncle Sam in the International Yacht Races Commencing To-day.

FROM BROOKLYN BRIDGE

Mrs. Clara McArthur Made the Jump and May Die.

SHE TRIED IT ONCE BEFORE

Her Husband and Child Are in Want, and She Jumped to Earn Money for Them—Held as a Prisoner on the Formal Charge of Suicide—Unconscious in the Water.

New York, Sept. 7.—Mrs. Clara McArthur, the young woman who attempted to jump from the Brooklyn Bridge ten days ago, but was prevented by the police, dropped off quietly in the darkness at 3:30 o'clock this morning, and is now lying at the Hudson Street Hospital, a prisoner, under the formal charge of attempted suicide.

Although when she was picked up she was unconscious, she had apparently recovered from the effects of her daring feat by 7 o'clock, and will probably be able to be arraigned in court this afternoon.

The latest bridge-jumper seems to have been moved to the feat, not so much by desire for notoriety, as by her wish to earn a living for her husband, who is a railroad man out of work, and her five-year-old child, by exhibiting herself in a dime museum.

IN THE GRAY DAWN.

Mrs. McArthur was driven on to the bridge in a furniture van from the Brooklyn end about 3:40 o'clock this morning. She was dressed in man's clothing, consisting of a pair of trousers, blue woolen sweater, covered with common blue jumper, stockings and heavy shoes.

The stockings were much too large for her and were filled with sand, in order to give the necessary weight to her feet and prevent her from turning over in the air.

Rough her waist and outside the jumper she wore an American flag bound around her body, and attached to her waist, held by short strings, were two ordinary blades, intended to serve the same purpose as a parachute.

BOSTON'S TEMPLE AFLAME

Entire Masonic Building Threatened by Fire and Water.

Fire Was Finally Put Under Control. Several Accidents and Narrow Escapes—Heavy Loss.

Boston, Sept. 7.—Three alarms have been rung in for a fire in the Masonic Temple, corner Boylston and Tremont streets.

The fire caught in an ante-room of the temple connected with Paul Revere lodge-room on the third floor of the building, and worked its way to the roof of the Boylston street side.

When the flames were discovered they had acquired great headway and were shooting across Boylston street.

Secretary Pope, of Paul Revere Lodge, was on hand soon after the fire was discovered, and, at great risk, went to the lodge-room and secured many of the valuable books and records of the lodge.

The fire loss will probably be confined to the third and fourth floors of the building and will amount to over \$50,000.

At 11 o'clock the flames burst through the Tremont street front of the building with renewed vigor. The water department has doubled the supply at this part of the city.

The firemen are now fighting the fire from the roofs of adjoining buildings. The water is pouring in torrents through the upper floors into the quarters occupied by the Home Savings Bank and the Ivers & Pond piano company on the ground floor.

The water loss of these concerns will be heavy. Strenuous efforts are being made to save the library, which is of great value to the Masonic fraternity.

At 11:15 it looked as if the roof would fall in, as its supports are being rapidly burned away.

Lieut. Madison, of Chemical No. 2, was struck by a stream of water and knock-knocked. He was taken to the hospital.

A member of Ladder Company No. 3 was badly injured by a falling stone.

The fire was under control at noon. The third and fourth floors are gutted and the water damage to the lower floors will be heavy.

JEWELER REICHGOTT GONE.

Customers Are Looking for Their Watches and the Police for Him.

It is stated that Gustave Reichgott, a jeweler, who kept a store at No. 1018 Seventh street northwest, has gone away and forgotten to leave his address.

This is not all he forgot to leave, if reports received at headquarters are true, as Albert Buchs, of No. 615 Rhode Island avenue, Anna Spencer, and Charles Jordan have made complaint, that they left their watches with Reichgott about a week ago to be repaired, and that up to the present time they have been unable to recover them, as the store formerly occupied by Reichgott is vacant, and no one seems to know of his whereabouts.

Reichgott was for a number of years employed as a watchmaker by H. Hoffa, who keeps a jewelry store at No. 624 Pennsylvania avenue. About a year ago he left Hoffa and went into business for himself on Seventh street. Mr. Hoffa was seen by a Times reporter to-day and made the following statement:

"Reichgott has been a customer of mine ever since he established himself in business. I have done a great deal to help him along and he ran up a considerable bill. For some time past he has not been paying promptly and I refused him further credit. Last Monday morning I was going out Seventh street on the car, and noticed the store was closed. I immediately made inquiry in the neighborhood and found that Reichgott had moved his stock of goods out on Sunday night and had gone, with his wife, to No. 461 H street north west."

RELY ON THE SYNDICATE

Bond People Have Promised They Will Protect the Treasury.

MADE TO MR. CLEVELAND

Their Guardianship Is Confidently Expected to Be Extended After the Contract Has Expired—Gold Reserve Has Fallen Two Millions Below the Limit.

The impression prevails among those officials who constitute what is designated as the Inner Administration circles that the Morgan-Belmont-Rothschild syndicate will protect the Treasury gold reserve even after October 1, on which date their contract with the Government expires.

This protection, it is said, will be afforded because of a promise made to Mr. Cleveland by a representative of the syndicate prior to the last issuance and sale of bonds.

Notwithstanding this alleged assurance, there is an undercurrent of uneasiness in the Treasury Department.

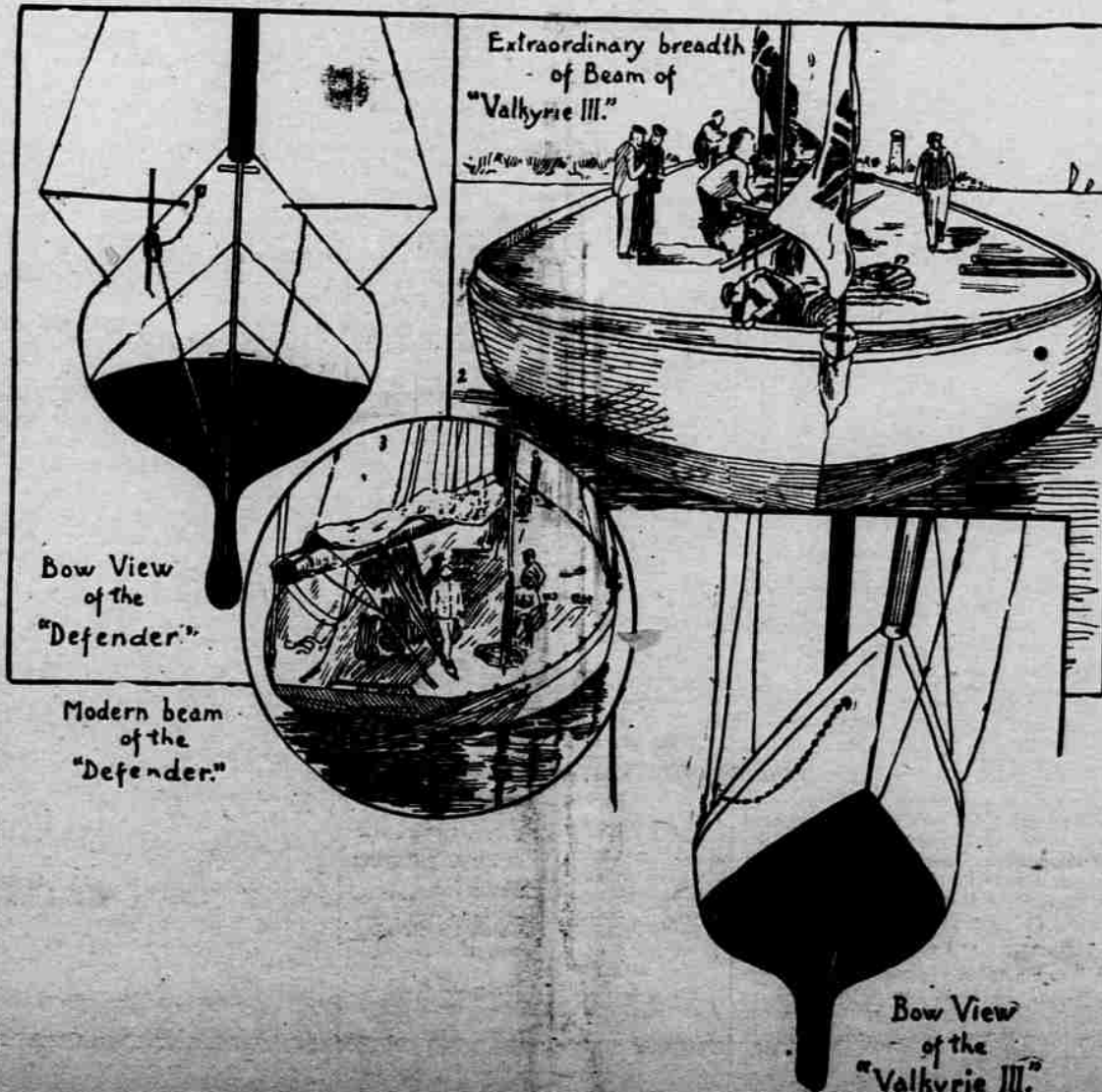
TWO MILLIONS BELOW.

The gold reserve now stands at the lowest point reached since the adjournment of Congress, or almost two millions less than the legal limit. Those familiar with financial affairs do not hesitate to express the opinion that the month of September will keep the syndicate busy in maintaining the reserve.

This belief is based on the fact that the demand for exchange continues unabated, and those commercial bills which have so long been anticipated seem to have been lost in transit. The unusually large imports, due to preparations for the winter trade, together with the requirements of

Continued on Second Page.

CAPT. WILLIAM CANFIELD.



Extraordinary breadth of Beam of "Valkyrie III."

Bow View of the "Defender."

Modern beam of the "Defender."

Bow View of the "Valkyrie III."

Defender on the port tack. As the two boats approached each other before they changed their courses, it could easily be seen that the Defender was well in the lead.

DEFENDER TOOK THE LEAD.

12:33 p. m.—The Valkyrie is carrying mainsail, club topsails, staysail, jib and baby jib topsail. The Defender is carrying the same sails, with the exception of the No. 2 jib topsail, instead of the baby jib topsail. The Defender looks to be pinching up into the wind closer than the English boat, and is undoubtedly closing the gap between herself and the Valkyrie.

12:40 p. m.—Both boats have just gone about on the port tack. As they came about it was seen that the Defender had taken full advantage of her better pointing qualities, and when they came about the American boat was in the lead. The wind is materially strengthening.

At 1 p. m. the wind is freshening considerably. Both yachts are still on the port tack. The yacht patrol fleet is doing good service, the excursion craft giving a good berth to the racers.

1:30 p. m.—As observed from here it is evident that the Defender in the windward work thus far has outpointed as well as outdistanced the Valkyrie. On the angle on which the boats are now sailing it is impossible to tell with any degree of accuracy how far the Defender is ahead, but judging from her weather position, she appears to have a lead of perhaps a little over half a mile.

1:48 p. m.—The Valkyrie has just gone about on port tack. The Valkyrie made a very short board of it, and then stood away on the starboard tack again. Just as she turned the Defender went about on the port tack.

1:57—Both boats have just gone about, the Valkyrie on the starboard tack and the Defender on the port tack.

Knowing captains of steam yachts and excursion boats caught the signal and followed the Defender, which stood off towards the Jersey shore in a southerly direction, but the majority for some time continued to lay near the lights, in blissful ignorance of the change.

Finally they took up the trail, as Valkyrie was seen following in the direction of Defender. When the change of start was made the wind was from a northeasterly direction, and the change was evidently made to get a fifteen-mile course to windward toward Long Island.

Since then the wind has hauled about to the eastward, and at 12 o'clock is very light from east to south half south.

The judges' boat shortly before noon displayed the signal letters "D. C. G.," indicating that the course would be east by south.

The course will give the yachts a best of fifteen miles straight out to sea. The wind is six knots and is a little south of east.

GOING TO THE RACE.

All New York Got Aboard Yachts, Tugs and Steamers.

On Board the United Press, via Sandy Hook, Sept. 7.—Pretty nearly all New York started oceanward this morning. The sky was overcast and a light breeze from the northeast stirred the flags aloft and gave the steam a slant. Jerseyward as it rose from the tugs and steamboats scurrying about the wharves picking up their loads of people, anxious to see the first meeting between Valkyrie III. and Defender.

Farmer Dunn, from his eyrie above the rooftops, found his official forecast of yesterday being fulfilled. No blue sky was visible anywhere, but the clouds did not appear to be heavy with rain. There were bright streaks here and there that gave the excursionists hope as they made their way to the boats at the wharves.

All yachting New York and a large portion of the community, stirred by patriotic motives only, started oceanward early. Excursion boats and club steamers were

obliged to start at from 8:30 to 9:30 a. m., in order to reach the scene of the day's battle by 11 o'clock. The Sandy Hook lighthouse is a good thirty miles from the Battery. To stem the incoming tide with overcrowded boats and reach the starting line before the yachts were sent away was no easy problem for the skippers to solve.

BIG BOATS AND LITTLE BOATS.

The greyhounds of the bay and sound did very handsomely, but many of the smaller ones and those from up the river points were late. Steam and sailing yachts, with owners and guests aboard, got under way earlier and were among the first arrivals outside.

Tug boats chartered for the day for people not opulent enough to own ocean going steam yachts, but too exclusive to mingle with the gregarious throng of excursion steamers, were out in great numbers. They poked their noses into the billows, which seemed ever ready to engulf them, and made more noise with their whistles than boats of a respectable size.

The procession down the bay, though somewhat obscured by the haze which hung over the water, was one of the sights of the day. Slow boats starting first were passed by faster ones which left the city later, and the line of vessels was one of kaleidoscope changes.

The great fleet of steam yachts anchored off Bay Ridge and along Staten Island shores of the bay moved out one by one and joined the passenger steamers in the channel outward bound.

The finest floating palaces in American waters were in the procession, and the passengers on dollar-a-head excursion boats who found themselves sandwiched in between the yachts of the Agator and Vanderbilt families concluded that they were in the swim at least.

MARVELOUS YACHT DRESSES.

On the club steamers yachtsmen with rakish caps and gold embroidery were numerous. They were accompanied by yachtswomen with rigs as marvelous of design as the combination aluminum and bronze creation, whose performance they were going to witness.

The lowering skies did not dismay the nautical ones. They were comfortable on boats restricted to members and tourists, and carried mackintoshes for any dashes of rain or sea that came aboard.

On the steamers to which the everyday public were admitted, provided they had the fex, there were yachting sharpsharps.

They were the centers of groups of anxious land-lubbers who wanted to know what all the queer nautical names meant and wanted to know most of all who was going to win. Those of sporting proclivities got tips from the yacht sharp and then made bets with others who had tips from other sharps.

As the rule, American patriotism and the Bank of England first issued notes in 1695, which were of the denomination of 220. The £10 were issued in 1759 and the £5 notes in 1793.

The coffin in which the remains of Paganini are laid in the cemetery of Ravenna has been recently opened, and the features of the great violinist are in perfect preservation. At the request of the family his body has been photographed.

CAPT. HANK HAFF.



Skipper of the Defender.